

# **I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008**

ADOT Project No. 040 MO 048 H7323 01L/Federal Project No. NH-040-A(AVJ)



**LOCATION:** Palo Christi Elementary School, Kingman Arizona  
**DATE:** November 13, 2008

**SUBJECT:** **I-40/US 93 West Kingman Traffic Interchange  
Feasibility Report and Environmental Studies  
ADOT Project Number: 040 MO 048 H7323 01L  
Federal Project Number: NH-040-A(AVJ)  
Public Meeting Summary**

## **AGENCY AND CONSULTANT ATTENDEES:**

Shahid Bhuiyan	ADOT Predesign
Mike Kondelis	ADOT Kingman District
Larry Doescher	ADOT SPMG
Michele Beggs	ADOT CCP
Steve Thomas	FHWA
Doug Fischer	Kimley-Horn & Associates
Sarah Eichinger	Kimley-Horn & Associates
Ahmad Omais	Kimley-Horn & Associates
Steve Latoski	Mohave County
John Reid	BLM
Coralie Cole	Jacobs
Laura Nordan	Jacobs

**ATTACHMENTS:** Sign-In Sheets  
Informational Handout  
Newspaper Advertisement  
Presentation Slides  
Meeting Board Graphics  
Postcard Notification  
Question Cards (32)  
Comment Sheets (9)  
Emails (9)  
Phone Calls (5)

## **SUMMARY:**

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) and the Bureau of Land Management, has initiated a study of potential improvements to the Interstate 40 (I-40)/US 93 traffic interchange (TI) in Kingman. The study will identify alternatives for providing connection between I-40 and US 93 that will allow traffic to flow through the interchange without stopping. Alternatives for a new TI location, including possible improvements to the existing Beale Street TI, are being evaluated.

# I-40/US 93 West Kingman Traffic Interchange

## Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Project No. NH-040-A(AVJ)



A public information meeting was held on November 13, 2008, at the Palo Christi Elementary School in Kingman from 6:00 p.m. to 8:00 p.m. to provide an update on the study progress. Two alternative corridors recommended for further consideration were presented in detail and the opportunity was given for the public to provide issues, concerns and opportunities to be addressed during further development and evaluation of the study alternatives. A total of 120 people (not including agency and consultant representatives) attended the meeting.

Meeting advertisements were published in the *Kingman Daily Miner* on November 12 and 13, 2008, and the *Standard* on November 5 and 11, 2008. In addition, meeting notification postcards were mailed to over 14,000 addresses in the Kingman area on October 29, 2008. Informational handouts, copies of the slide presentation, comment sheets, and question cards were distributed to the meeting attendees. Public meeting visuals were on display for viewing prior to the formal presentation. The meeting consisted of an open house from 6:00 to 6:30, with a 15-minute presentation given at 6:30 p.m. After the presentation, a question-and-answer session was held. A summary of the questions and answers is provided below. The meeting closed at approximately 8:00 p.m.

### Question/Answer Summary

Q1 - *Will this project stop or slow down progress on ADOT's plan for Rattlesnake Wash?*

A - This project will not impact the Rattlesnake Wash project schedule.

Q2 - *The City of Kingman should keep the Ft. Beale area free of the interchange – there are parks, trails and cultural areas – are they to be protected?*

A - Since this project will require FHWA funding, impacts to 4(f) properties require additional analysis and avoidance alternatives must be investigated.

Q3 - *Both C and D will be an incursion into Metcalfe Acres – what streets therein are impacted?*

A - At this level of the study we do not know specific impacts to streets. Those details will be worked out later in the study process, and we will have more details available at that time.

Q4 - *I believe and support the plan that calls for overhead on and off ramps that would provide a true highway interchange. This is the only real remedy in my opinion. It should serve for a great deal of growth for a long time at a longer construction period/max cost.*

A - Thank you for your comment.

Q5 - *Please zoom in on C & D areas. What happens to present US 93/Beale Street Interchange?*

A - For both C and D interchange options, access will remain the same – it will be like the current configuration.

Q6 - *Does this project have anything to do with Canamex or North American Union? Please explain - C Corridor = \$204M as opposed to \$51M dollars. Is there really any question?*

A - The project is not related to Canamex or North American Union, but is the result of the need to relieve local area congestion. Cost is a consideration, but not the only one. The \$204M

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estimate is an order of magnitude estimate of the “worst case” scenario, and would be refined during the next phase of the study.

*Q7 - At this time, do you anticipate any possible new funding for the "five-year" construction program due to the new "progressive" administration coming in office next year? Our country's infrastructure is in such bad shape.*

A - There is discussion regarding a proposed stimulus package, but we do not know the details for funding. This project may or may not benefit from the stimulus package, because 6-7 years from now, we do not know the status the economy will be in.

*Q8 - Thank you for the presentation. Why not shoot for A's and B's for the direct connection in 2040 instead of B's & C's? Is it cost? What would A's and B's look like? Is there room to grow/expand in 2040? (is this in the current planning discussion?)*

A - This is the guideline by which ADOT designs roadways to provide an acceptable peak-hour level of service.

*Q9 - Where on Option D would traffic leave I-40 and where would it connect on US 93 - give points of reference or landmarks that we know.*

A - At this level of the study we do not have exact locations for these connections; however we can show you more detail during the next stage of the study.

*Q10 - How much do you think this will cost?*

A – That depends on which alternative is chosen (refer to slide presentation).

*Q11 - Will private property be taken to build the interchange?*

A - There would likely be some impacts to private property; however, ADOT's goal is to avoid impacts to property.

*Q12 - What kind of environmental issues exist?*

A - Quite a few – there are 4(f), and 6(f) resources in the area; washes, historic wagon trails, and cultural resources. At the next stage of the study we will define issues, show them on the study map and mitigate whenever there are conflicts.

*Q13 - How much population will this make (will project increase area growth)*

A - The study used historical population data and current projections to model growth.

*Q14 - Is US 93 going to be a 4-lane road to Beale Street? Can you get off 93 to the park area between Beale Street and Route 68?*

A - The anticipated US 93 configuration on the west side of the interchange will be three lanes in each direction. The existing interchange will stay remain in place.

*Q15 - Can you show C&D over a map showing businesses like on the first slide?*

A – This information is not developed yet. In the next phase of the study we will have a more detailed map to present to the public.

# I-40/US 93 West Kingman Traffic Interchange

Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Project No. NH-040-A(AVJ)



Q16 - *What is to be done to help the environment?*

A - Traffic congestion creates more pollution. The aim is to alleviate this. We will study and mitigate environmental impacts. There will be Federal funds involved with the study with strict requirements to analyze impacts.

Q17 - *Is there available better graphics that are easier to see and read?*

A – This will be more feasible at the next level of the study, when more detail is available.

Q18 - *What impact would Corridor D have on businesses located in Corridor C?*

A - Physically there would be no impacts and vehicles would still have access. Any potential economic impacts would be investigated as part of the environmental process in the next level of study.

Q19 - *Is the C & D choices set in stone?*

A - These choices are not set in stone. We're dealing with wide corridors at this stage. The goal is to create a direct connection, and there may be alternatives that come up and will be examined. We're moving forward from one phase in the study to the next – there may be new alternatives to discuss.

Q20 - *Is there a push by the Feds as part of the Canamex Highway?*

A - As seen from the traffic numbers, there is lots of congestion in the area – which primarily stems from local traffic. The community would want ADOT to address this congestion. This congestion is not related directly to Canamex, but is primarily a result of local area congestion.

Q2 - *Please consider south border of Corridor C - cost will decrease if you avoid the businesses and it will affect fewer homes and businesses. D will affect the water area natural spring and water tower.*

A - That is one of the alternatives we will consider; we'll be maneuvering within the corridor. The water impacts will be noted in the next phase; we will display impacts on map renderings once they are refined.

Q22 - *Do you have a rendering or artist sketch of C & D?*

A – We will have more visuals to show at the next phase of the study in the future.

Q23 - *What's more important – costs or someone's house?*

A - The goal of ADOT is not to acquire property; the goal is to have the least impact. We will be developing avoidance options.

Q24 - *Is ADOT adding onto or creating new highways in this area?*

A - ADOT is conducting public meetings to give opportunity for you to voice your comments - to help in developing ADOT's overview, or "big" plan. ADOT is looking at long term planning; 30-40 years out to plan what they want to do. Public meetings on this will be conducted in Bullhead City on Monday, Lake Havasu City on Tuesday – to look at long term issues and we

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Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Project No. NH-040-A(AVJ)



want your input on needs. For those meetings we are not looking at improvements to current highways, improving corridors within existing alignments; or improving interchanges – but get input on developing an overview plan for the state.

Q25 - *Can you come back before the year end with the footprint and construction schedule for option “C”?*

A - No footprint or construction schedule will be set at this phase of the study.

Q26 - *If private property is taken, what is the process to determine value?*

A - ADOT provides lots of advance notice and will know years before an acquisition. ADOT uses appraisals to determine market value, makes an offer on the property, and works with the owner to come to an agreement.

Q27 - *With a \$204M price tag, why is Route C even being considered?*

A – Corridor Alternative C is feasible and recommended for further study because it would meet the needs of the traffic and stay within an existing transportation corridor. This cost reflects a “worst case” scenario.

Q28 - *You said traffic flow historically from US 93 has been stopped to trucking since 2001 – has this been taken into account?*

A –The issue of truck traffic and the anticipated opening of the Hoover Dam bypass are included in the Kingman Area Traffic Study that was used as a basis for the traffic projections used in this study.

Q29 - *What will happen when Hoover Dam will be bypassed with a 4-lane road portion of US 93?*

A –The issue of truck traffic and the anticipated opening of the Hoover Dam bypass are included in the Kingman Area Traffic Study that was used as a basis for the traffic projections used in this study.

Q30 - *This will completely take away Metwell and Camp Beale Loop Hiking area according to the BLM map.*

A - At this level of study present we do not know the potential impacts to these specific areas. Recreational areas are protected under federal law and must be considered in the environmental analysis.

Q31 - *Would either the C or D corridors have an impact on the ingress/egress to the ADOT weigh station at Hwy 68, or is any additional weigh station (truck scales) being considered going N on US 93?*

A- There would be no impacts to the weigh station – it is outside of the study area.

Q32 - *Is there a website to see the progress of the planning maps, etc?*

A - The project website is:

[http://www.azdot.gov/highways/districts/kingman/I40\\_US93\\_WestKingmanTI.asp](http://www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.asp)

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Q33 (no card) - *Who ultimately decides C or D?*

A – In the next phase of study, the study team would work to develop consensus between agency and public stakeholders to identify a preferred alternative.

### Comment Overview

All comments received are attached to this report and will be discussed in detail in the Project Scoping Summary Report. Comments generally focused on the following topics:

- Concerns negative economic impact will be greater with alternative D more than C
- Opinion both alternatives D and C are too costly
- Support for alternative C – land will cost less, plus has less impacts to homes and spring water
- Support for corridor alternative farthest from Kingman
- Request corridor evaluation criteria include comparative analysis on projected accident rates, roadway aesthetics, and fuel consumption based on yearly ADT
- Alternative should be chosen based on speed and ease of implementation
- Alternative choice should be based on economic impacts before, during, and after construction as a selection priority
- Concerns negative financial impacts will result if businesses are uprooted due to project takes
- Concerns over impacts to residential and commercial property in Kingman
- Concerns over impacts to Metcalf Acres
- Request information on property value changes due to new interchange
- General support for the project including requests for immediate action, that current configuration is unsafe, and to expedite selection and implementation process
- Concern crime from south of the border will increase in Kingman because new roadway construction will encourage traffic from Mexico and lack of local resources
- Cultural concerns resulting from project including protecting historic trails and impacts to Kingman historic district
- Concerns regarding construction inconvenience
- Requests for details on the roadway, including roadway width and access locations
- Environmental concerns including impacts to water quality and Beale Springs, and increases in traffic noise
- Design requests including access for Clarks Canyon Road and providing climbing lanes to accommodate truck traffic
- Requests for timely updates to study
- Requests for general study information
- Concerns with R/W takes in town, in particular station owners and other businesses/homes possibly impacted by proposed corridors

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### PLEASE PRINT

Name	Address	City
ROBERT TRADER	3586 HEATHER AVE.	KINGMAN, AZ 86401
Seth Dixon	2132 Delmar Dr.	Kingman AZ 86401
Tom JORDAN	2702 LILLIE AVE	KINGMAN AZ 86409
Robert D Cocrozzo	3710 HEATHER AVE	KINGMAN AZ 86401
DINESH S. JOSHI	1250. W. BEALE ST.	KINGMAN AZ 86401.
JAGDISH PATEL	411 W. Beale St	Kingman AZ 86401
WILLIAM Simpson	1045 LYDIA DR.	Kingman 86401
Lyn BRACKEN	P.O. Box 3141	KINGMAN AZ 86402
Ron McJunkin	4009 HEARNE. 86409	KINGMAN
David C Pitts	3590 N. Bonita Rd	Golden Valley AZ 86413
Alex Hafen	1210 <sup>W</sup> Beale	KINGMAN
Dave Barber	208 N. 4th St WACO	Kingman
BRYCE WARE	1200 RED GHOST CANYON RD	KINGMAN
WAYNE SMITH	4245 N. SHADOW RD	KINGMAN

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### PLEASE PRINT

Name	Address	City
Mike Price	9944 E Chuckwagon Trail	Scottsdale
Greg Price	" "	" "
Ronnie Olsen		
Christina Wallace	602 Lampton Ave.	Kingman
Jeanette Owens	2966 Rawhide Dr.	Kingman
Jonathan Owens	2966 Rawhide Dr.	Kingman
Bob Aune	1150 W. Beale	Kingman
Randy Marlene Brunsen	7550 W. Brook Dr., G.V. 86413	Golden Valley
Paul + Violet Lubbe	703 E. Oak St.	Kingman
Garry Watson	1285 Franklin St. K1	Kingman Az. 86401
DIANA MOLL	3219 CARVER 86409	Kingman
Sandra Asselin	3377 N. Wildmustang Way 86401	Kingman
LAWRENCE WILLIAMS DOUBLE B RANCH	BOX 275 CALORIDE, AZ. 86431	CALORIDE
PATEL YOGESH	1225 W. BEALE WEAVER ST	KINGMAN



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Name	Address	City
LeRoy Wissinger	1200 E Andy Devine	Kingman
Marshall Nelson	509 E Spring St	Kingman
Art Waller	1961 C. Eastwood	Kingman
Fred Anderson	4601 N. Mormon Flt Rd Golden Valley	—
William A. Dumas	1719 Hope Ave, K	Kingman
<del>Robert</del> Alec Gibeloyan		Kingman
D.E. Ingfellow	5116 E Camelback Loop, 1	Kingman
Roger Davis	P.O. Box 537 Yucca, AZ	Yucca
Bob Ruess	2581 Running Iron Loop Kingman	Kingman
Brenn Peterson		
Spencer Taylor		
Angela Smith		
Kenn Daise	3069 S. 1st Ave	Kingman
Jf M.	2839 Margaret	Kingman

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Name	Address	City
Ben & Candice Feliciano	3750 Heather Avenue	Kingman, AZ 86401
Michael A. Martinez	2384 E. Suffolk	Kingman, AZ 86401
Mike Ricker / Far Robin	301 GRANDVIEW	Kingman, 86401
BILL WOOTEN	2901 VAN MARTER DR	KINGMAN, AZ 86401
M MYERS		Kingman 86401
Tom Callahan	500 Simon Ave	Kingman Az
Bobbi Callahan	" "	" "
Wesley Waller	1961 Clint Eastwood	Kingman
MIKE BISHUNIAK	4116 AIRWAY	Kingman
CERE TABBERT	431 E. SPRING	KINGMAN
Kris Thomas	6565 Crumb rd	Kingman
Alex Peterson		Kingman
RALPH BUDZINSKI	2293 HOPI DR	KINGMAN
Denise MacCarone	2387 Emerald Dr.	Kingman

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Name	Address	City
Ron Bowen	P.O. Box 190	Chloride Az 86431
Bill Lacy	2708 Emerson Av	Kingman
ROBIN GORDON	2627 Van Meter	Kingman
Vince Salmon	1070 Hillcrest	Kingman
Suzanne Adams	3015 Stockton Hill Rd	Kingman
Kay & Charlie Prince	2133 Greasewood	Kingman
BEN DIGAUDIO	4351 PINTO ROAD	KINGMAN
Donato L. Luera	1245 Pacific Ave	Kingman
Dawn To Roc	255 Maple St	Kingman
Nephi Bushman		
Today Nagar		
BRETT NOVAK	2626 Southern Ave	Kingman
Doug Cancho	2706 Georgia Ave	Kingman
A J Laco	618 Hammon St.	Kingman

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Name	Address	City
Danny Ben	3290 Wild Mustang Way	Kingman
Dwayne Patterson	2583 Sandstone K	Kingman
Edward Corrigan	1415 Wagon Trail Rd	Kingman
Darryl McCull	3375 Thunderbird # or 3201 Fort Benker Rd	Kingman
Theresa Hernandez	3991 John L. Ave	Kingman
Ed Ford Cartrell	3005 Clack L Cye	11
Evelyn R. Price	920 Evelyn Dr - Metcalfe Acres	11
Bob Mulcahy	3085 Hualapai Mtn Rd	11
Jim Chambers	3131 Lawrence way	11
Sammy Feltow	4480 Elmoe DR.	Kingman
Brenden Lee	2138 Church Dr.	Kingman
PATEL RAM	1225 N BEALE ST.	11
Rose Lesniewski	3310 E AMES	Kingman
Yvonne Broadbent	4615 So Hi Blvd. Gr.	Golden Valley

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Name	Address	City
Tanner Cordix	ohaw 2147	Kingman
Vincent Maccabone	2387 Seminole Dr.	Kingman
John Maccabone	2387 Seminole Dr.	
Frank D. McVay	405 Grandview	Kingman 86401
Robert Pool	511 E PARK ST	KINGMAN
LEN MARCEAU	" " "	"
Paul Watson	1285 Franklin Ct	Kingman
Paul McCormick	825 Country Club Dr	"
JACKIE NECKES	2755 Mission BLVD.	Kingman
Christine Charles	3147 Lawrence Way	Kingman
Ron Leel	1708 Main	Kingman
Yvonne Walker	3241 N. Central St	Kingman
Jim Kanelos	4402 Oatman Rd.	Golden Valley
Carol Dahis	4355 Bond, <del>TX</del>	Kingman

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Name	Address	City
Kate Pearson	PO Box 3141	Kingman 86402
Carell Kow		Kingman 86401
James Camper		Kingman 86413
Debra Cassin	City of Kingman Engman	Kingman 86401
Rick Miller	PO Box 783 Kingman 86402	
Ron Hunter	999 W Beale St 94501	Kingman
Tom Plenys - USEPA	75 Hawthorne St. <sup>(CED-2)</sup> San Francisco, CA 94110	San Francisco CA

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Name	Address	City
Bob Nee	Running Iron St	KINGMAN
GENTSY CAMPER	4142 W. MIRAMAR DR.	GOLDEN VALLEY
Trinna Ware	PO Box 105	Kingman
Dave Hankins		Kingman
Lozi Chambers	3131 Lawrence Way	Kingman
Deborah Talk	P.O. Box 928	Kingman
Henry VARGA	1901 main	Kingman
HOWARD PALEN	} 201 EAST SPRING	KINGMAN
DR KIRSTEN MORTENSON		
Steve Thomas	4000 N Central Ave	Phx



## Issues, Concerns and Opportunities

During the initial phase of the study, several issues, concerns and opportunities were identified as criteria that would be used in the corridor alternative evaluation process. These were obtained from investigations conducted by the study team and from feedback from the agency and public scoping meetings. The feedback can be organized into two categories, Environmental Considerations and Engineering Considerations.

### Environmental Considerations

- Visual impacts
- Wildlife crossings and connectivity
- Impacts to flora and fauna
- Conflicts with mining claims and grazing rights
- Impacts to natural water sources
- Impacts to drainage patterns
- Impacts to recreational resources such as Cerbat Foothills Recreation Area and Beale Springs
- Impacts to trails
- Economic impacts resulting from removing traffic from Beale Street
- Impacts to residential properties and businesses located near new interchange or roadway
- Tribal concerns and cultural resources
- Outreach for business community
- Considerations regarding land use, both existing and planned
- Historic sites

### Engineering Considerations

- Access to Kingman local streets
- Possible new traffic interchange west of the study limits
- Proposed power line close to Corridor Alternative H
- Traffic interchange spacing at 1-2 mile increments along I-40
- Clearly define corridors to evaluate possible impacts
- Retaining existing traffic interchange
- Traffic study reflects future area development
- Improvements to existing Beale Street traffic interchange needed
- Access control on new traffic interchange to provide free-flow traffic
- Providing roadway drainage

## Environmental Overview

The corridor alternatives are being developed with your feedback and evaluated for environmental issues, consistent with the National Environmental Policy Act (NEPA). NEPA requires federal agencies to include environmental values in their decision-making processes by considering the environmental, social, and economic impacts of proposed actions and reasonable alternatives to those actions. An environmental overview has been prepared as part of the engineering study. This information was used to evaluate corridor alternatives and to recommend eliminating specific corridor alternatives from further consideration based on potential environmental issues.

## What's Next

At this time, we are recommending carrying two corridor alternatives, C and D, forward for further detailed study. The input we receive from you tonight will help us identify the critical issues that will be considered in concluding this study. After tonight's meeting, the Study Team will consider the feedback from the public and finalize the study recommendations.

## For More Information, Contact:

- |   |   |
|---|---|
| ■ Shahid Bhuiyan, Project Manager<br>ADOT Predesign<br>205 South 17th Avenue, Mail Drop 605E<br>Phoenix, Arizona 85007<br>Phone: 602-712-8722<br>Email: sbhuiyan@azdot.gov                | ■ Mike Kondelis, District Engineer<br>ADOT Kingman District<br>3660 East Andy Devine, Mail Drop K600<br>Kingman, Arizona 86401<br>Phone: 928-681-6010<br>Email: mkondelis@azdot.gov               |
| ■ Michele Beggs, Public Information Officer<br>ADOT Kingman District<br>3660 East Andy Devine, Mail Drop K600<br>Kingman, Arizona 86401<br>Phone: 928-681-6054<br>Email: mbeggs@azdot.gov | ■ Ahmad Omais, Consultant Project Manager<br>Kimley-Horn & Associates<br>7878 North 16th Street, Suite 300<br>Phoenix, Arizona 85020<br>Phone: 602-944-5500<br>Email: ahmad.omais@kimley-horn.com |

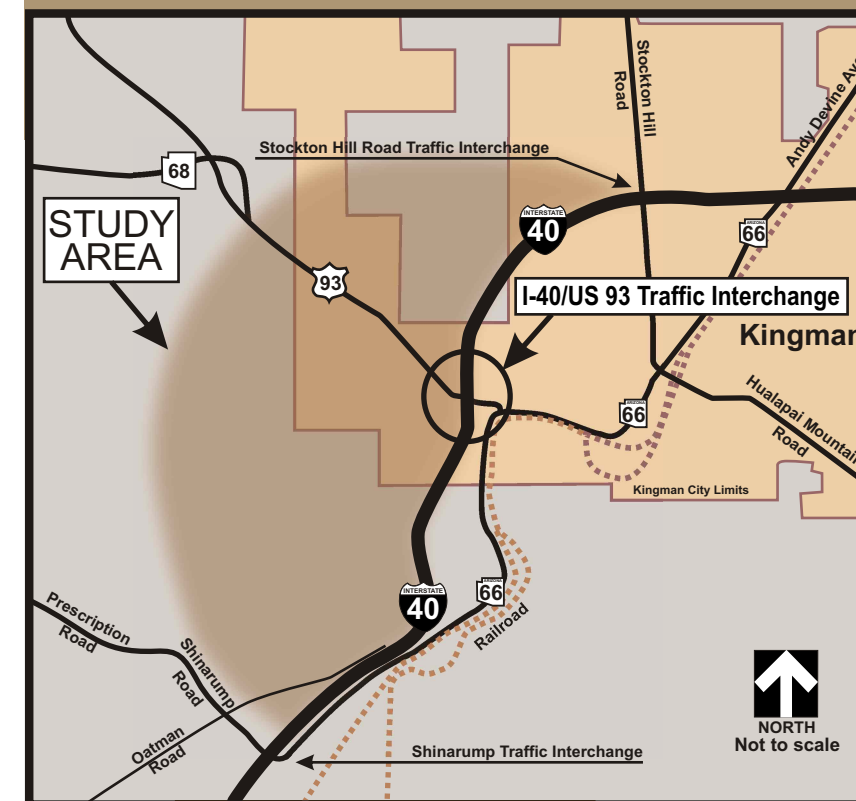
## I-40/US 93 West Kingman Traffic Interchange

### Feasibility Report and Environmental Studies

### Public Meeting - November 13, 2008



## INFORMATION SHEET



### Study Vicinity Map

ADOT Project No. 040 MO 048 H7323 01L  
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## Background

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration and the Bureau of Land Management, is conducting a study to identify feasible corridors for providing a free-flow traffic connection between I-40 and US 93 in the Kingman area.

Potential corridors for a new traffic interchange location, including possible improvements to the existing I-40/Beale Street traffic interchange, are under evaluation. The corridor alternatives have been examined for potential environmental, social, and economic issues. It is anticipated that the findings of this study will be carried forward for more detailed study.

## Study Update

A public scoping meeting was held on March 31, 2008. This meeting introduced the Kingman community to the study and invited public comments. Eighty-three members of the public attended. Comments generally centered on impacts to businesses and private property along the existing highway, as well as access and impacts to recreational areas and trails. Concerns were also voiced about project funding and potential environmental impacts on the Cerbat Foothills Recreational Area. Since then, an

analysis of eight potential corridor alternatives (A through H, map inside right) has been conducted. Meetings with government agency stakeholders have also been held to solicit comments on the study. Based on agency and public comments, traffic analysis, as well as environmental and engineering criteria, Corridors C and D are recommended as the best corridors to carry forward for further study.

Tonight the Study Team will present the recommended corridors to carry forward for further detailed study and the reasoning behind the corridor selections. We invite your feedback on the study findings and recommendations.

## About Tonight's Meeting

- Please review the exhibits around the room. Study Team members are available to answer questions and discuss details.
- A question and answer session will be held immediately following the presentation. To have your question answered in front of the group, please write your question on the yellow card provided and hand it to any Study Team member.
- Your input is important to us. Be sure to complete a comment sheet. You may leave it with us tonight or submit it to the Study Team by **December 12, 2008**, as directed on the form.

### Study Website:

[www.azdot.gov/highways/districts/kingman/I40\\_US93\\_WestKingmanTI.asp](http://www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.asp)



# Corridor Alternatives Selection

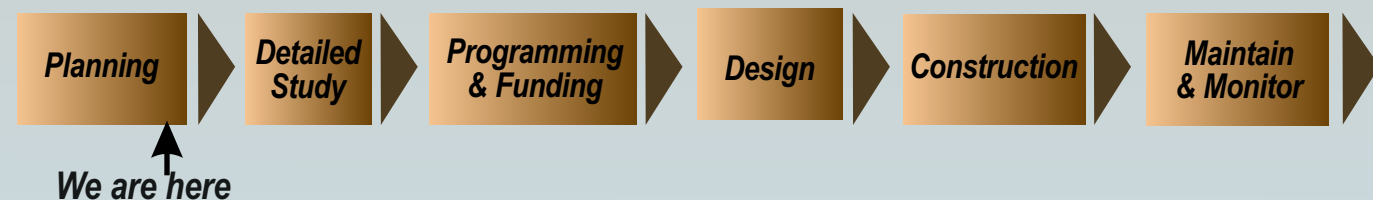
The study area under consideration includes the area along US 93 from State Route 68 to I-40 and on I-40 from the Stockton Hill Road traffic interchange to the Shinarump Drive traffic interchange. As shown to the public last March, eight corridor alternatives within this area were developed for consideration: Corridor Alternatives A through H (map, right).

After evaluating the corridors, the Study Team is recommending that Corridor Alternatives A, B, E, F, G, and H be eliminated from further consideration. These corridors would have greater impacts on the Cerbat Foothills Recreation Area and would require a substantially longer new roadway to be built than Corridors C and D. Construction of a longer new roadway results in increased environmental impacts as well as higher construction costs. Corridors C and D are recommended as the best corridor alternatives to carry forward for the next phase of study, based on engineering and environmental data as well as input received from the public and government agency representatives.

The primary objective of this study is to identify feasible corridors that could be used as a direct connection by through-traffic traveling between US 93 and I-40. Corridor length and travel time are issues under consideration in the selection process. Corridor Alternatives C and D would be most likely to be used by through-traffic, while requiring the shortest length of new roadway. Additionally, these alternatives minimize impacts to the Cerbat Foothills Recreation Area, a consideration that emerged as a high priority for both agency and public stakeholders.

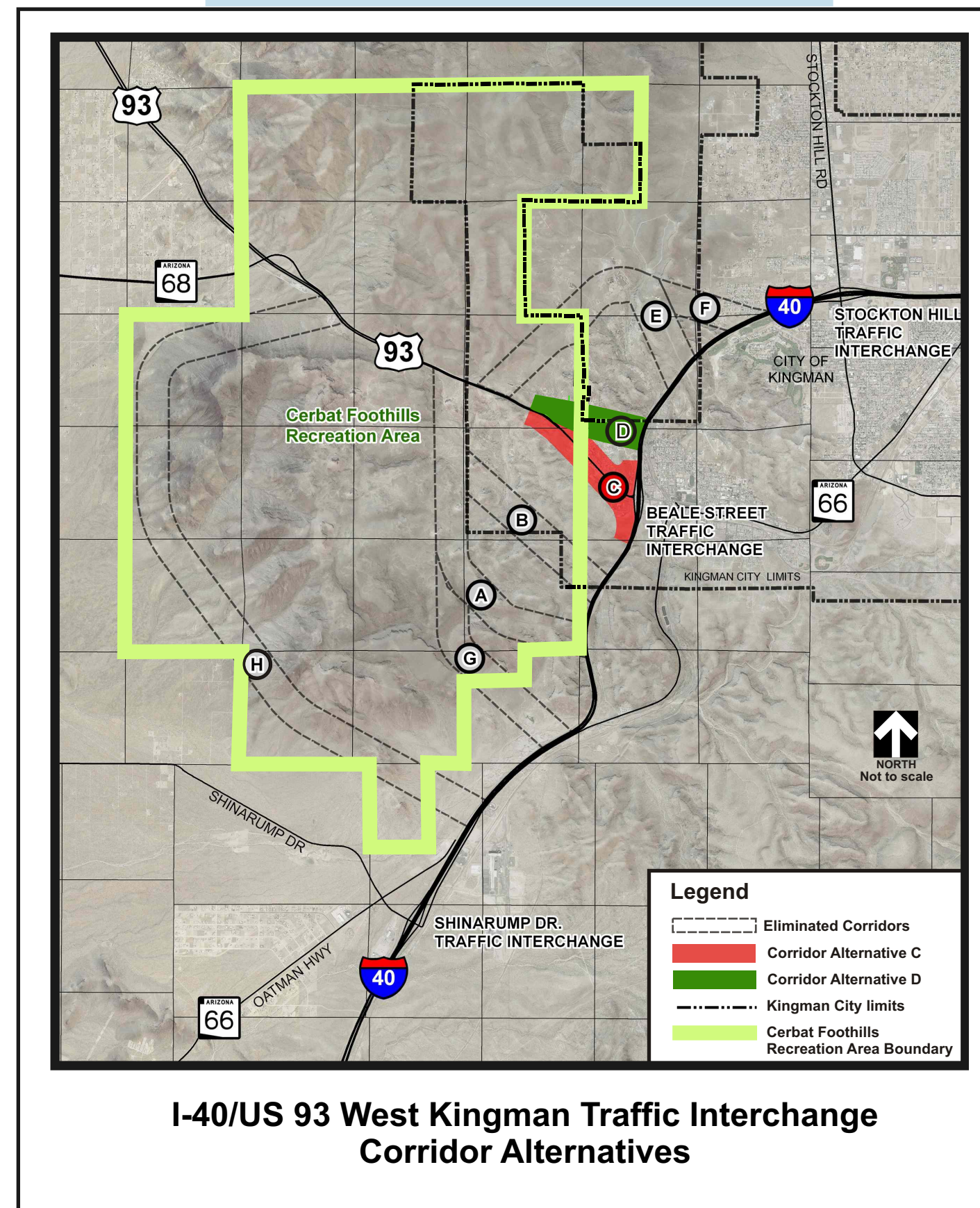
The analysis conducted to date has shown that Corridor Alternatives C and D are feasible corridors in which roadway design concepts could be further developed and examined. The next phase of the project development process would include developing multiple design concept alternatives and specific roadway alignments within the corridors. These design concepts would go through detailed design, development, and environmental analysis before a final alternative would be selected.

## The Project Development Process



Currently the project is in the planning stage at the beginning of the project development process. During this phase, long-term planning is conducted to determine future transportation needs and potential improvements. Area population growth, anticipated land use, jurisdictional responsibilities, and other factors are used to determine the need, feasibility, and general location of future improvements. The public and agency scoping meetings held during March 2008, as well as tonight's meeting, are a part of this first phase.

The actual construction of any proposed roadway may not take place for at least ten years, due to funding limitations as well as the time required to conduct detailed engineering and environmental studies of the potential improvements. ADOT anticipates that the recommended corridors will be advanced to the Detailed Study phase, during which design concept alternatives are developed and evaluated. At this time, construction funding for this project is not included in the ADOT Five-Year Transportation Facilities Construction Program.



# ARIZONA DEPARTMENT OF TRANSPORTATION PUBLIC MEETING

## Your Input is Needed on I-40/US 93 West Kingman Traffic Interchange Feasibility Report and Environmental Studies

Thursday November 13, 2008

6:00 p.m. - 8:00 p.m. (MST)

**Presentation at 6:30 P.M.**

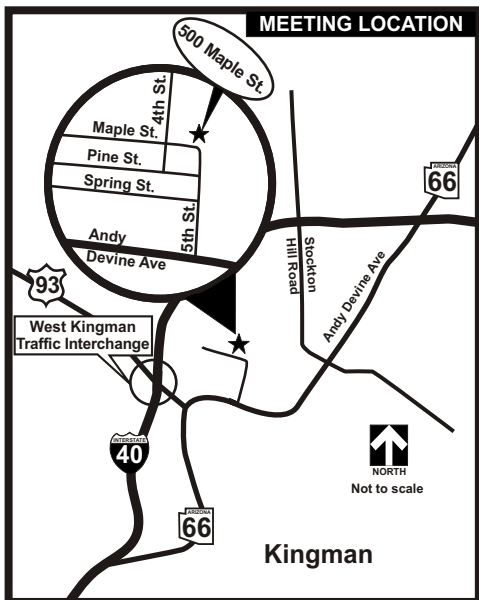
**Palo Christi Elementary School  
500 Maple Street, Kingman AZ 86401**

The general public is invited to attend an informational meeting about potential improvements to the Interstate 40 (I-40)/US 93 traffic interchange in Kingman. The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration and the Bureau of Land Management, is conducting a study to identify feasible corridors for providing a free-flow traffic connection between I-40 and US 93 in the Kingman area.

Potential corridors for a new traffic interchange location, including possible improvements to the existing I-40/Beale Street traffic interchange, are under evaluation. The corridor alternatives have been examined for potential environmental, social, and economic issues. It is anticipated that the findings of this study will be carried forward for more detailed study.

The purpose of the meeting is to discuss the status of the study, present the corridors under consideration, and gather public feedback on the corridor alternatives recommended to carry forward for further study. The input received from this meeting will be used to help refine the corridor alternatives and finalize the study findings. Study Team representatives will be present to answer your questions and address your concerns. Map displays will be available for viewing.

For additional technical information, you may contact Ahmad Omais, phone: (602) 944-5500, email: [ahmad.omaais@kimley-horn.com](mailto:ahmad.omaais@kimley-horn.com). **Comments may be submitted by December 12, 2008**, to ADOT c/o Laura Nordan, Jacobs Engineering, 875 West Elliot Road, Suite 201, Tempe, Arizona 85284; fax (480) 763-8601; email [laura.nordan@jacobs.com](mailto:laura.nordan@jacobs.com).



Americans with Disabilities Act: Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Laura Nordan at (480) 763-8715. Requests should be made as early as possible to allow time to arrange the accommodation. This document is available in alternate formats by contacting Ms. Nordan.

**MIKE KONDELIS**  
Kingman District Engineer  
ADOT

**SHAHID BHUIYAN**  
Project Manager  
ADOT

**FLOYD ROEHRICH, JR.**  
State Engineer  
ADOT

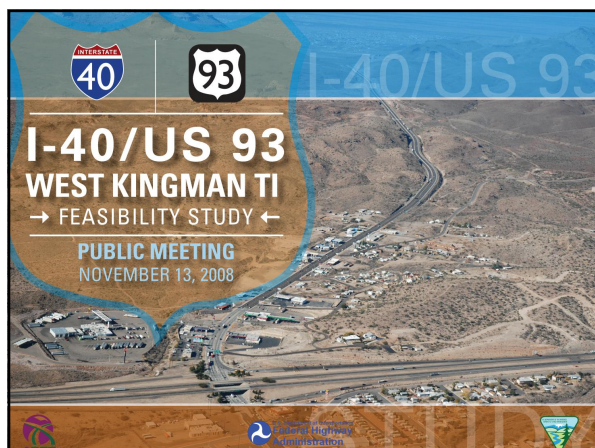
TRACS No. 040 MO 048 H7323 01L • Federal Project No. NH-040-A(AVJ)

For additional meeting information, contact:

Laura Nordan, phone: (480) 763-8715, fax: (480) 763-8601, email: [laura.nordan@jacobs.com](mailto:laura.nordan@jacobs.com)

THIS NEWSPAPER NOTICE IS AVAILABLE AT [WWW.ADOTENVIRONMENTAL.COM](http://WWW.ADOTENVIRONMENTAL.COM)





→ I-40/US 93 WEST KINGMAN TI ←

**Meeting Agenda**

- ▶ Introductions
- ▶ Project Purpose and Need
- ▶ Project Development Recap
- ▶ Summary of Initial Feasibility Report Findings
- ▶ Questions and Answers

→ I-40/US 93 WEST KINGMAN TI ←

**Project Purpose and Need**

- ▶ Need for a Direct Connection Between I-40 and US 93 has been Documented in Previous Studies
- ▶ Congestion Backs up onto I-40
- ▶ Area is Developing Fast
- ▶ Right-of-Way Costs are Escalating
- ▶ Improve Local Access

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**Purpose and Need (Continued)**

- ▶ Relieve Congestion – Increase Roadway Capacity and Improve Traffic Flow
- ▶ Accident Reduction
- ▶ Continued Growth - Plan for Future Developments

→ I-40/US 93 WEST KINGMAN TI ←

**Project Development Recap**

- ▶ Project Development Process
- ▶ Feasibility Study Process
- ▶ Public & Agency Feedback
- ▶ Where We Are Now

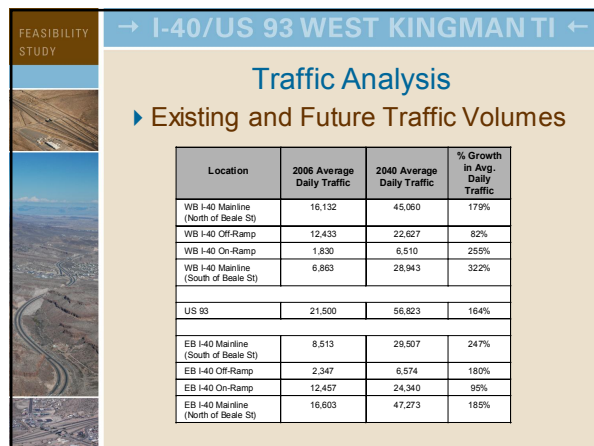
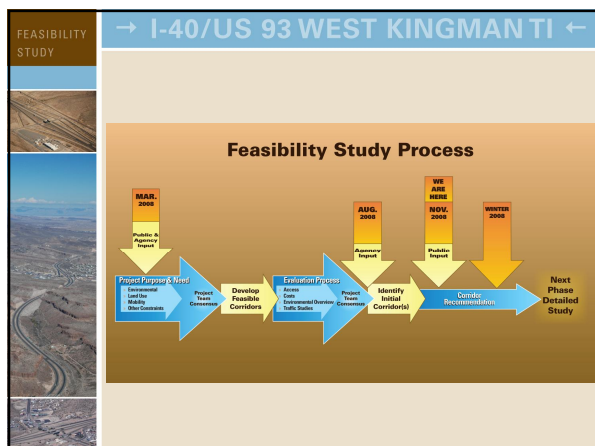
→ I-40/US 93 WEST KINGMAN TI ←

**The Project Development Process**

```

graph LR
    Planning[Planning] --> DetailedStudy[Detailed Study]
    DetailedStudy --> Programming[Programming & Funding]
    Programming --> Design[Design]
    Design --> Construction[Construction]
    Construction --> Maintain[Maintain & Monitor]
    
```

An arrow points to the "Planning" stage with the text "We are here" below it.



FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

### Traffic Analysis

► Level of Service

Level of Service A

Level of Service D

Level of Service B

Level of Service E

Level of Service C

Level of Service F

Level of Service	Delay (seconds/vehicle)
A	0 - 10 seconds
B	10 - 20 seconds
C	20 - 35 seconds
D	35 - 55 seconds
E	55 - 80 seconds
F	80 + seconds

Source: Exhibit 26-8, Highway Capacity Manual 2000

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

### Traffic Analysis

► Existing and Future Levels of Service

Location	2006		2040 No Build		2040 Direct Connection	
	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service
<b>US 93/WB I-40 (West side of Traffic Interchange)</b>						
SB US 93 (West approach)	18 seconds	B	286 seconds (4 minutes 46 seconds)	F	20 seconds	C
NB US 93 (East approach)	6 seconds	A	96 seconds (1 minute 36 seconds)	F	14 seconds	B
WB I-40 Off-Ramp (North approach)	31 seconds	C	256 seconds (4 minutes 16 seconds)	F	28 seconds	C
Intersection Overall	19 seconds	B	221 seconds (3 minutes 41 seconds)	F	18 seconds	B

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

### Traffic Analysis

► Existing and Future Levels of Service

Location	2006		2040 No Build		2040 Direct Connection	
	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service
<b>US 93/Beale St/EB I-40 (East side of Traffic Interchange)</b>						
SB US 93 (West approach)	20 seconds	C	455 seconds (7 minutes 35 seconds)	F	13 seconds	B
NB US 93 (East approach)	60 seconds	E	522 seconds (8 minutes 42 seconds)	F	29 seconds	C
EB I-40 Off-Ramp (South approach)	38 seconds	D	214 seconds (3 minutes 34 seconds)	F	29 seconds	C
Intersection Overall	38 seconds	D	454 seconds (7 minutes 34 seconds)	F	24 seconds	C

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

### Corridor Alternatives Comparison

► No Build

► South Corridors (A, B, G, and H)

► North Corridors (C, D, E, and F)

► Evaluation Criteria and Measurements

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### Corridor Alternatives

► South Corridor Alternatives  
» A, B, G, and H

► North Corridor Alternatives  
» C, D, E, and F

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### Corridor Alternatives Comparison

► Evaluation Criteria/Measurements

Evaluation Criteria	Unit of Measure	Land Use Considerations							
		A	B	C	D	E	F	G	H
Bureau of Land Management / Cerbat Foothills Recreation Area Outside City of Kingman Limits	acres	108	38	0	0	0	0	122	242
Bureau of Land Management / Cerbat Foothills Recreation Area within City of Kingman Limits	acres	0	44	14	16	36	36	0	0
City of Kingman & Private Land	acres	5	9	22	20	57	59	14	43
State Land	acres	0	0	0	0	0	0	0	90
Length of Corridor	miles	3.1	2.5	1.0	1.0	2.5	2.6	3.7	7.0
Order of Magnitude Total Project Cost	\$ Millions	\$ 62 M	\$ 62 M	Up to \$204 M	\$ 51 M	\$ 57 M	\$ 65 M	\$ 71 M	\$ 200 M

4(f) resources are defined as public parks, recreation areas, wildlife/waterfowl refuges, and historic sites (from the US Department of Transportation Act of 1966)

6(f) resources are defined as recreation properties that were acquired or developed with grants from the Land and Water Conservation Fund Act of 1964

FEASIBILITY STUDY

→ I-40/US 93 WEST KINGMAN TI ←

### Corridor Alternatives Comparison

► Evaluation Criteria/Measurements

Traffic Considerations									
Evaluation Criteria	Unit of Measure	A	B	C	D	E	F	G	H
Distance from Nearest Interchange	miles	1.4	0.9	0	0.5	1.2	0.9	2.0	1.1
Length of Travel from Stockton Hill Traffic Interchange on I-40 to SR 68 Traffic Interchange on US 93 (WB I-40 to NB US 93)	miles	9.4	8.3	6.7	6.1	6.6	5.8	11.3	14.1
Anticipated utilization of the direct connection by through traffic	-	<20%	<20%	35% to 50%	35% to 50%	25% to 35%	25% to 35%	<10%	<10%

FEASIBILITY STUDY

→ I-40/US 93 WEST KINGMAN TI ←

### Corridor Alternatives Comparison

► Evaluation Criteria/Measurements

Environmental Considerations									
Evaluation Criteria	Unit of Measure	A	B	C	D	E	F	G	H
Section 4(f) lands	Acres	108	38	0	0	0	0	122	242
Potential Impact on Section 6(f) property	Yes / No	No	No	No	No	Yes	Yes	No	No
Potential Conflicts with Known Archaeological Sites	count	3	3	2	6	4	4	4	3
Number of Facilities with Underground Storage Tanks	count	0	0	9	0	0	0	0	1
Number of Facilities with Leaking Underground Storage Tanks	count	1	0	11	0	0	2	1	1
Number of Hazardous Waste Handling Facilities	count	0	1	1	0	0	0	0	0
Wash Crossings	count	6	6	3	3	4	4	8	13
Potential Number of Residential Parcels	count	0	0	9	13	6	26	1	1
Potential Number of Business Parcels	count	0	0	27	0	1	1	0	0
Potential Number of Vacant/Municipal/Mixed/Other	count	5	6	37	15	9	12	7	7
Major Utility Conflicts	count	1	1	0	1	1	1	1	3
Springs/Wells/Water Tanks	count	0	0	0	1	2	2	0	1

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→ I-40/US 93 WEST KINGMAN TI ←

### Section 4(f) & 6(f) Resources

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### Corridors Recommended for Further Study

FEASIBILITY STUDY

→ I-40/US 93 WEST KINGMAN TI ←

### Questions and Answers

► Please submit your questions on a card as shown below:

**QUESTION CARD**

If you have a question that you would like answered at the end of the presentation, please write your question on this card and pass it to an ADOT project representative.

We have limited the time for questions and answers. If we do not get to your question, we encourage you to speak directly with project staff after the question and answer portion of the presentation.

PLEASE WRITE YOUR QUESTION ON THE BACK OF THIS CARD

Thank you for printing legibly.

FEASIBILITY STUDY

→ I-40/US 93 WEST KINGMAN TI ←

### We Want to Know What You Think!

► Please fill out a comment form

- » Leave it tonight
- » Fax it
- » E-mail or mail it

► Please submit your comments by December 12, 2008

► Thank you for your time and input





# I-40/US 93 WEST KINGMAN TI

Feasibility Report and Environmental Studies



2040 Beale Street Traffic Interchange  
Level of Service (LOS)



## Beale Street Improvements and Level of Service

Based on the summary of findings from the *I-40/US 93 West Kingman TI Study*, additional improvements were recommended to the Beale Street Traffic Interchange to improve the projected Level of Service at that location by the year 2040.

Even if a new direct connection were built, with the traffic interchange remaining in its current configuration, then traffic turning right onto eastbound I-40 from Beale Street and turning left to access eastbound I-40 from US 93 is projected to experience a Level of Service "F" by 2040.

To improve the efficiency of the Beale Street interchange, the Study Team recommends a dedicated right turn lane for traffic entering eastbound I-40 from Beale Street. Providing a dedicated left-turn lane for traffic accessing eastbound I-40 from US 93 is also recommended.

With these changes implemented in conjunction with the new direct connection, the Level of Service is projected to be category "C" and "B" at these locations by the year 2040.



# → I-40/US 93 WEST KINGMAN TI ←

## Feasibility Report and Environmental Studies

### Evaluation Criteria/Measurements

			CORRIDOR ALTERNATIVES							
	Evaluation Criteria	Unit of Measure	A	B	C	D	E	F	G	H
Land Use	Bureau of Land Management/Cerbat Foothills Recreation Area Outside City of Kingman Limits	Acres	108	38	0	0	0	0	122	242
	City of Kingman & Private Land	Acres	5	9	22	20	57	59	14	43
	Bureau of Land Management/Cerbat Foothills Recreation Area Within City of Kingman Limits	Acres	0	44	14	16	36	36	0	0
	State Land	Acres	0	0	0	0	0	0	0	90
	Length of Corridor	Miles	3.1	2.5	1.0	1.0	2.5	2.6	3.7	7.0
	Order of Magnitude Total Project Cost	\$Millions	\$62M	\$62M	Up to \$204M	\$51M	\$57M	\$60M	\$71M	\$200M
Traffic	Distance from Nearest Interchange	Miles	1.4	0.9	0	0.5	1.2	0.9	2.0	1.1
	Length of Travel from Stockton Hill Traffic Interchange on I-40 to SR 68 Traffic Interchange on US 93 (WB I-40 to NB US 93)	Miles	9.4	8.3	6.7	6.1	6.6	5.8	11.3	14.1
	Anticipated utilization of the direct connection by through traffic	Percentage	<20%	<20%	35%to 50%	35%to 50%	25%to 35%	25%to 35%	<10%	<10%
Environmental	Section 4(f)* Lands	Acres	108	38	0	0	0	0	122	242
	Potential Impact on Section 6(f)* property	Yes/No	No	No	No	No	Yes	Yes	No	No
	Potential Conflicts with Known Archeological Sites	Count	3	3	2	6	4	4	4	3
	Number of Facilities with Underground Storage Tanks	Count	0	0	9	0	0	0	0	1
	Number of Facilities with Leaking Underground Storage Tanks	Count	1	0	11	0	0	2	1	1
	Number of Hazardous Waste Handling Facilities	Count	0	1	1	0	0	0	0	0
	Wash Crossings	Count	6	6	3	3	4	4	8	13
	Potential Number of Residential Parcels	Count	0	0	9	13	6	26	1	1
	Potential Number of Business Parcels	Count	0	0	27	0	1	1	0	0
	Potential Number of Vacant/Municipal Mixed/Other	Count	5	6	37	15	9	12	7	7
	Major Utility Conflicts	Count	1	1	0	1	1	1	1	3
	Potential Number of Residential Parcels	Count	0	0	0	1	2	2	0	1

\* 4(f) resources are defined as public parks, recreation areas, wildlife/waterfowl refuges, and historic sites (from the US Department of Transportation Act of 1966)

\* 6(f) resources are defined as recreation properties that were acquired or developed with grants from the Land and Water Conservation Fund Act of 1964





# I-40/US 93 WEST KINGMAN TI

Feasibility Report and Environmental Studies



## Level of Service Classifications



A



D



B



E



C



F

## Level of Service and Traffic Delay

Level of Service is a qualitative measurement that describes traffic conditions in terms of speed, travel time, freedom to maneuver, comfort, convenience, traffic interruptions, and safety.

Six classifications are used to define Level of Service, designated by the letters A through F. Level of Service "A" represents the best conditions, while Level of Service "F" represents heavily congested flow with traffic demand exceeding highway capacity.

The figures to the left illustrate traffic conditions experienced at Level of Service A through F. The table below describes the traffic delay (waiting time at the intersection) for each Level of Service.

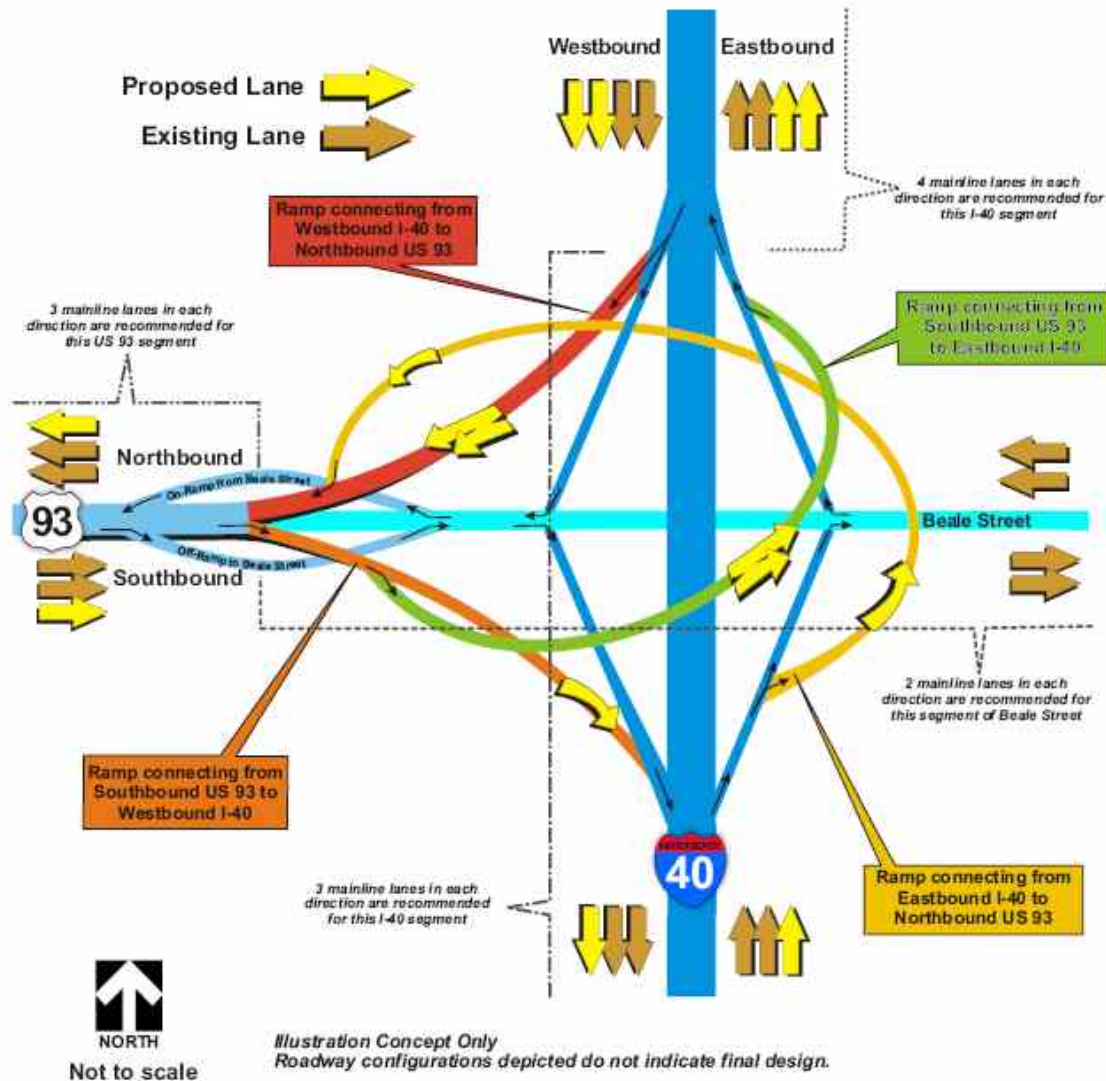
### Level of Service Criteria for Signalized Intersections

Level of Service	Delay (seconds/vehicle)
A	0 - 10 seconds
B	10 - 20 seconds
C	20 - 35 seconds
D	35 - 55 seconds
E	55 - 80 seconds
F	80+seconds



# I-40/US 93 WEST KINGMAN TI

## Feasibility Report and Environmental Studies



## 2040 Recommended Number of Lanes

The graphic to the left illustrates proposed connecting ramp configurations and the existing and proposed mainline roadway configurations for the "Direct Connection" traffic interchange of US 93 and I-40.

Based on traffic studies of existing and proposed traffic volumes, the study team has made the following recommendations:

MAINLINE LANE CONFIGURATIONS			
LOCATION	EXISTING LANES	PROPOSED LANES	
I-40 Westbound	2	4 North of Ramp	3 South of Ramp
I-40 Eastbound	2	4 North of Ramp	3 South of Ramp
US 93 Northbound	2	3 West of Ramp	
US 93 Southbound	2	3 West of Ramp	
NEW CONNECTING RAMP CONFIGURATIONS			
RAMP LOCATION		PROPOSED LANES	
Eastbound I-40 to Northbound US 93		1	
Westbound I-40 to Northbound US 93		2	
Southbound US 93 to Eastbound I-40		2	
Southbound US 93 to Westbound I-40		1	



# I-40/US 93 WEST KINGMAN TI

## Feasibility Report and Environmental Studies



## Traffic Study Results

To analyze efficiency levels for the I-40/US 93 Interchange, the *I-40/US 93 West Kingman TI Study* utilized traffic interchange delay data and Level of Service (LOS) information to determine driving conditions. The information below reflects traffic conditions experienced for 2006, future conditions should no action be taken, and conditions anticipated with the proposed direct connection and improvements to the Beale Street Interchange.

### Traffic Interchange Delay

Traffic Interchange Delay is described as delays experienced by motorists while queuing up at intersections - both entering and exiting the I-40/Beale Street Traffic Interchange. Analysis was conducted for eastbound (EB), westbound (WB), northbound (NB), and southbound (SB) travel conditions.

### Level of Service (LOS)

Level of Service (LOS) is a qualitative measurement that describes traffic conditions in terms of speed, travel time, freedom to maneuver, comfort, convenience, traffic interruptions, and safety.

Six classifications are used to define LOS, designated by the letters A through F. LOS A represents the best conditions, while LOS F represents heavily congested flow with traffic demand exceeding highway capacity.

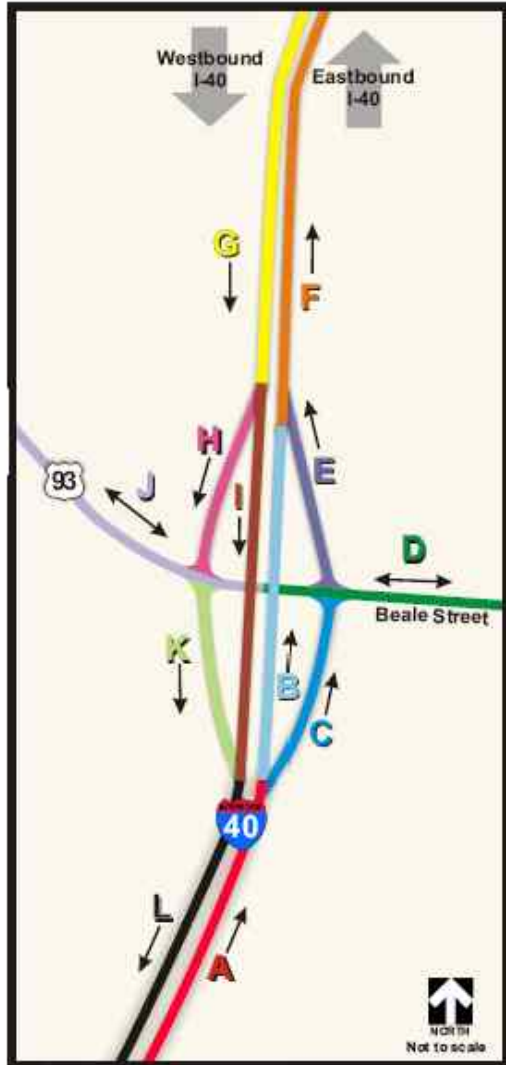
The existing I-40/US 93 Traffic Interchange does not have adequate capacity to meet the needs of the community and regional traffic, and it is anticipated that the current arrangement will exceed its capacity before the projected design year.

## Beale Street Traffic Interchange Delay and Level of Service

Route	2006 Conditions		2040 With No Action		2040 With Direct Connection and Improvements to Beale Street Interchange	
	Delay (seconds/vehicle)	Level of Service	Delay - in seconds (minutes/seconds)	Level of Service	Delay - in seconds (minutes/seconds)	Level of Service
<b>US 93/WB I-40 On-and Off-Ramp Terminal Intersections</b>						
① SB US 93 (west approach)	18 sec	B	286 sec (4 min 46 sec)	F	20 sec	C
② NB US 93 (east approach)	6 sec	A	96 sec (1 min 36 sec)	F	14 sec	B
③ WB I-40 Off-Ramp (north approach)	31 sec	C	256 sec (4 min 16 sec)	F	28 sec	C
Intersection Overall	19 sec	B	221 sec (3 min 41 sec)	F	18 sec	B
<b>US 93/Beale St./EB I-40 On- and Off-Ramp Terminal Intersections</b>						
④ SB US 93 (west approach)	20 sec	C	455 sec (7 min 35 sec)	F	13 sec	B
⑤ NB US 93 (east approach)	60 sec	E	522 sec (8 min 42 sec)	F	29 sec	C
⑥ EB I-40 Off-Ramp (south approach)	38 sec	D	214 sec (3 min 34 sec)	F	29 sec	C
Intersection Overall	39 sec	D	454 sec (7 min 34 sec)	F	24 sec	C

# I-40/US 93 WEST KINGMAN TI

Feasibility Report and Environmental Studies



## Traffic Volumes

- REVISED -

Existing and projected traffic volumes were examined for the *I-40/US 93 West Kingman TI Study*. The graphic to the left illustrates the I-40/US 93 Traffic Interchange (TI) segments analyzed for traffic volume projections. The traffic analysis showed large increases in traffic volume for all portions of the interchange, with particularly large increases experienced by traffic on sections E and H, where vehicles are both entering Eastbound I-40 from Beale Street (Section E) and exiting from Westbound I-40 onto US 93 (Section H).

Traffic volumes for 2006 are listed below for each corresponding section to demonstrate current conditions. Projections for the year 2040 are provided to show the increases anticipated for each section. Average Daily Traffic is defined as the average number of vehicles that pass a specified point during a 24-hour period. Please note the traffic counts for Beale Street and for US 93 reflect combined counts for traffic traveling in both directions.

SECTION	AVERAGE DAILY TRAFFIC		LOCATION
	2006	2040	
A	8,513	29,507	Eastbound I-40 to Off-Ramp
B	-	22,933	Eastbound I-40 before Ramp Traffic
C	2,347	6,574	Eastbound I-40 Off-Ramp to Beale Street/US 93
D	-	41,541	Beale Street, Combined Directional Traffic
E	12,457	24,340	On-Ramp to Eastbound I-40
F	16,603	47,273	Eastbound I-40
G	16,132	45,060	Westbound I-40 to Off-Ramp
H	12,433	22,627	Westbound Off-Ramp to US 93/Beale Street
I	-	22,433	Westbound I-40 before Ramp Traffic
J	21,500	56,823	US 93, Combined Directional Traffic
K	1,830	6,510	On-Ramp to Westbound I-40
L	6,863	28,943	Westbound I-40

ARIZONA DEPARTMENT OF TRANSPORTATION

# **PUBLIC MEETING**

## **I-40/US 93 West Kingman Traffic Interchange**

**Thursday, November 13, 2008**

**Palo Christi Elementary School  
500 Maple Street, Kingman, AZ 86401**

**6 pm – 8 pm (MST)**

**Presentation Time – 6:30 pm**

The general public is invited to attend an informational meeting about a long-range planning study of potential improvements to the I-40/US 93 traffic interchange in Kingman. The study will identify corridors for providing a free-flow traffic connection between I-40 and US 93. Corridors for a new interchange location, including possible improvements to the existing Beale Street interchange, will be evaluated. The purpose of the meeting is to discuss the status of the study, present the alternatives under consideration, and gather public feedback on the alternatives recommended to carry forward for further study. Input received from this meeting will be used to help refine the corridor alternatives and finalize the study recommendations.



For additional technical information, you may contact Ahmad Omais, phone: (602) 944-5500, email: [ahmad.omaais@kimley-horn.com](mailto:ahmad.omaais@kimley-horn.com). Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Laura Nordan at (480) 763-8715; fax (480) 763-8601. Requests should be made as early as possible to allow time to arrange the accommodation.



MIKE KONDELIS  
Kingman District Engineer

SHAHID BHUIYAN  
Predesign Project Manager

FLOYD ROEHRICH, JR.  
State Engineer

TRACS No. 040 MO 048 H7323 01L / Federal Project No. NH-040-A(AVJ)

# **You're Invited!**

**ADOT Public Meeting  
November 13, 2008  
6:00 – 8:00 pm**

**Palo Christi Elementary School  
Kingman, AZ**





①

Will this project stop or  
slow down progress on  
ADOT's plan for  
Rattlesnake Wash?

Marsha Nelson

③

Both C and D will  
be an incursion into  
Metcalfe Acres - what  
streets therein are impacted

②

The city of Kingman should  
keep the Ft Bel area free  
of the interchange - there  
are parks, trails and cultural  
areas - are they to be protected,

CULTURAL

④

I believe and support the plan that  
calls for overhead on & off ramps  
that would provide a true highway  
interchange. This the only real  
remedy in my opinion. It should  
serve for a good deal of years  
for a long time at a longer  
construction period/more cost. But only  
one time. I think a better deal

⑤

Please zoom in on C & D areas.

- What happens to present 93/bule street interchange?

~~Estimated costs C vs D?~~

⑥

At this time, Do you anticipate any possible new funding for the "five-year" construction program due to the new "progressive" administration coming in October next year? Our Country's infrastructure is in such bad shape.

⑥

Does This Project Have any Thing To do with Canamex or North American Union? Please Explain. - C Corridor 204 Mill As Aposed To 51 Million D IS Ther Really Any Question?

⑥

- Thank you for the presentation

Q - Why not shoot for A's & B's for the direct connection in 2040 instead of B & C's? Is it cost? What would A & B's look like? Is there room to grow/expand in 2040? (is this in the current planning discussion?)



⑨

Where on option D—

would before leave I-40

+ when would it connect on 93

give points of reference or landmarks  
that we know

⑪

Will Private properties  
be taken to build  
interchange?

⑩

How much do you think  
this will cost?

COST

⑫

What kinds of environmental issues exist?

⑬

How much population  
will this make?  
(from troop 19)

(will project  
increase area  
growth)

⑮

Can you show C + D  
over a map showing  
Businesses Lik on first  
slide

⑭

Is 93 going to be a 4  
lane road to Beale St.

Can you get off 93 to  
the park area between  
Beale St. and Rt 68?

⑯

~~What~~ What is to be done to help the  
Environment?

Environmental

①7 Is there available better  
graphics that are easier to  
see & read

①8 What impact would Corridor D have on  
businesses located in Corridor C

C/D

Is The C&D choices  
Set in stone?

C/D

The Fed. as part  
of the CANAMAX Hiway?

(related to  
CANAMEX)

21 Please consider South Boarder  
of Corridor (C) - cost will  
decrease if you avoid the  
businesses - and it will affect  
some money and businesses.

D will affect the water area

23 What's more important costs  
or someone's house?

22 Do you have a rendering  
or artist sketch of C & D?

24 ~~Is ADOT adding~~ Is ADOT adding  
on to ~~any projects~~ or creating new  
highways in this area?

25) CAN You Come back ~~with~~ before  
year end with the FOOTPRINT  
AND CONSTRUCTION Schedule F OPTION "C"

26) IF private property is taken,  
What is the process to determine  
value?

What type of notice is given?

27) With a \$204M price  
tag, why is route  
to even being considered?

28) you said Traffic  
flow from History  
93 Has Been stopped  
To Trucking since  
2001 Has this been  
Taken into account

29

WHAT WILL HAPPEN  
WHEN HOOVER DAM  
WILL BE BY PASSED  
WITH A 4 LANE ROAD  
PORTION OF 93?

30

Would either the C or A corridors  
have an impact on the ingress/egress  
to the ADOT Weigh Station @ Hwy  
68, or ~~is~~ <sup>is</sup> any additional  
weigh station (truck scales) being  
considered going N on US 93?

31

This will completely take  
away Metwell and  
Camp Beale Loop, Hiking  
area. according to  
BLM map

32

Is there a web site to  
see the progress of Planning.  
Maps - ect.

# I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? Kingman Daily Miner

Do you have any suggestions for improving future meetings?

Several tables in the powerpoint hand-out should be enlarged per legibility.

### CONTACT INFORMATION (Optional)\*

Name: Keri Davidson

Address: 3009 Sactown Ave

City, State, Zip: Kingman AZ 86401

Email: \_\_\_\_\_

Would you like to be added to the project mailing list? \_\_\_\_\_

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

Economic impact on existing businesses on Hwy 93 is expected to be higher w/ D vs. C.

Actes may seek services outside the City limits such as Don plant in the County from So-Mi to Santa Clara @ Mineral Park Road.

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

In addition to corridor length, Fuel consumption based on ADT could be captured for each year.

Was there an aesthetic evaluation?

Is there a way to compare probable accident rates?

\* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

**THANKS FOR YOUR INPUT!**



I-40/US 93 West Kingman Traffic Interchange  
Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



2

## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? Post Card in mail

Do you have any suggestions for improving future meetings?

This one seems fine so far. (a bit cool)

### CONTACT INFORMATION (Optional)\*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_ Email: \_\_\_\_\_

Would you like to be added to the project mailing list? \_\_\_\_\_

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

Hire as many local (from Kingman and surrounding area) as possible. The most important consideration should be the economical impact both during and after highway construction. Project needs to be completed soon to match road improvements over Hoover Dam and the 93 improvements to Phoenix. If this project is not completed way before 2040, I'll be dead and never get to see or use the new road. Decorate over passes like they do in New Mexico.

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

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**THANKS FOR YOUR INPUT!**

**I-40/US 93 West Kingman Traffic Interchange  
Public Meeting - November 13, 2008**

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



3

## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? Mail & Newspaper

Do you have any suggestions for improving future meetings?

### CONTACT INFORMATION (Optional)\*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_ Email: \_\_\_\_\_

Would you like to be added to the project mailing list? \_\_\_\_\_

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

The Sheriff of Mohave County has stated publicly that this international Hwy will open our town up to an even larger Meth problem (80% which comes from Mexico). He also stated he will not have the budget to hire new deputies to deal with the added crime coming from Mexico due to the lack of Border security this Hwy will cause. How does Kingman plan to budget for the extra officers and Deputies needed?

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

I would like the Corridor furthest outside of town

\* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

3. Please provide any additional comments that you feel would be helpful to the study team.

The downtown area is full of historic  
buildings. Will those be taken and bulldozed  
over for the interchange?  
How wide will the connection be?  
I don't think homes should be taken to make  
a cheaper route

You may leave this comment sheet with us tonight, or send it by December 12, 2008, to:  
ADOT c/o Coralie Cole, Jacobs Engineering, 875 W. Elliot Rd., Suite 201, Tempe, AZ 85284;  
or Coralie.Cole@jacobs.com; fax 480-763-8601

THANKS FOR YOUR INPUT!

# I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



4

## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? through the City / newspaper / radio  
Do you have any suggestions for improving future meetings? well noticed

This was a great meeting - well organized & well presented!  
(I will attend)

### CONTACT INFORMATION (Optional)\*

Name: Janet Watson

Address: 1285 Franklin Ct

City, State, Zip: Kingman AZ 86401 Email: \_\_\_\_\_

Would you like to be added to the project mailing list? I think I already am on the list

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

My concerns have been addressed - "Thank You"

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

I knew that your team will explore all the possibilities and alternatives with the criteria you have and will continue to use.

\* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

3. Please provide any additional comments that you feel would be helpful to the study team.

You are doing a great job!

Information, process and presenter - Excellent!

You may leave this comment sheet with us tonight, or send it by December 12, 2008, to:  
ADOT c/o Coralie Cole, Jacobs Engineering, 875 W. Elliot Rd., Suite 201, Tempe, AZ 85284;  
or Coralie.Cole@jacobs.com; fax 480-763-8601

THANKS FOR YOUR INPUT!

# I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



5

## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? MAILER, NEWSPAPER

Do you have any suggestions for improving future meetings?

AS MUCH DETAILS AS POSSIBLE.

### CONTACT INFORMATION (Optional)\*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Would you like to be added to the project mailing list? \_\_\_\_\_

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

OLD TRAILS, WATER QUALITY, HISTORICAL AREAS,  
BOULE SPRINGS, ETC.

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

CONSTRUCTION INCONVENIENCE, TRAFFIC, NOISE, SAFETY

\* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

1. What is the purpose of the experiment?  
 2. What are the variables in the experiment?  
 3. What is the hypothesis of the experiment?  
 4. What are the results of the experiment?  
 5. What is the conclusion of the experiment?

**THANKS FOR YOUR INPUT!**



# I-40/US 93 West Kingman Traffic Interchange

Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



6

## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? postcard

Do you have any suggestions for improving future meetings?

### CONTACT INFORMATION (Optional)\*

Name: DR KIRSTEN MORTENSON

Address: 201 E. SPRING ST

City, State, Zip: KINGMAN AZ

Email: doctor@drkm.com

Would you like to be added to the project mailing list? yes

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

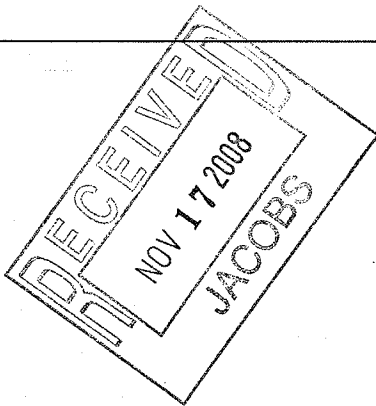
Current configuration is a major  
safety hazard - Recommend going  
ahead with alternative C or D as  
soon as possible. Lives are at stake

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

Speed & ease of implementation

\* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines, typical of notebook paper. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.



**THANKS FOR YOUR INPUT!**

I-40/US 93 West Kingman Traffic Interchange  
Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



7

## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? MAIL + Newspaper

Do you have any suggestions for improving future meetings?

### CONTACT INFORMATION (Optional)\*

Name: Tom Callahan

Address: 500 E Simon Ave

City, State, Zip: KINGMAN AZ

Email: Pt Cruiser 2 @

Would you like to be added to the project mailing list? yes NPG CABLE . com

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

OUR FAMILY has 3 Homes in Corridors E + F  
495 SIMON Ave 300 Simon Ave, 720 Simon  
Ave These are our HOMES Dont want to  
MOVE I ALSO OWN a BUSINESS At 1150 + 1152  
WEST BEALE ST Concerned how This would affect  
OUR FAMILIES,

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

How many of OUR FAMILY + Neighbors  
would be uprooted, and financially  
affected by this, D + C look  
as though they will be Quite Costly,

\* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

[illegible]

**THANKS FOR YOUR INPUT!**

I-40/US 93 West Kingman Traffic Interchange  
Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



8

## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? Neighbor got card in mail.

Do you have any suggestions for improving future meetings?

Announce in paper 1 week sooner - Send info  
to every one living within 1 mile of changes.

### CONTACT INFORMATION (Optional)\*

Name: LARRY Mc CAI

Address: 3201 Fort Beale Rd

City, State, Zip: Kingman, AZ 86401

Email: LARRY Mc CAI at Frontier  
NET.NET

Would you like to be added to the project mailing list? yes

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

WHAT about interchanges? Will there be access to  
clacks canyon Road and North?

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

Climbing Hills for Trucks ;

\* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

3. Please provide any additional comments that you feel would be helpful to the study team.

Send updates as they happen.

You may leave this comment sheet with us tonight, or send it by December 12, 2008, to:  
ADOT c/o Coralie Cole, Jacobs Engineering, 875 W. Elliot Rd., Suite 201, Tempe, AZ 85284;  
or Coralie.Cole@jacobs.com; fax 480-763-8601

THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange  
Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



## COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting?

*Local newspaper*

Do you have any suggestions for improving future meetings?

Name:

*Marshall Nelson*

### CONTACT INFORMATION (Optional)\*

Address:

*Box 4124*

City, State, Zip:

*Kingman, AZ 86402*

Email:

Would you like to be added to the project mailing list?

*Yes*

### COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

*No*

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

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3. Please provide any additional comments that you feel would be helpful to the study team.

Your team did an  
excellent job  
of explanation

Much more than I  
anticipated, considering  
amount of detail involved.  
Good job!

You may leave this comment sheet with us tonight, or send it by December 12, 2008, to:  
ADOT c/o Coralie Cole, Jacobs Engineering, 875 W. Elliot Rd., Suite 201, Tempe, AZ 85284;  
or Coralie.Cole@jacobs.com; fax 480-763-8601

THANKS FOR YOUR INPUT!



**Cole, Coralie**

---

**From:** Cathy Gates [catgonefishing@yahoo.com]  
**Sent:** Thursday, November 20, 2008 7:42 AM  
**To:** Cole, Coralie  
**Subject:** Re: Hwy 93-I 40

Thank you Coralie. Look forward to getting the map to see exactly how it impacts my mother and I.

Cathy

---

**From:** "Cole, Coralie" <Coralie.Cole@jacobs.com>  
**To:** Cathy Gates <catgonefishing@yahoo.com>  
**Sent:** Wednesday, November 19, 2008 3:44:52 PM  
**Subject:** RE: Hwy 93-I 40

Thank you for the information Cathy.  
 I'll forward your parcel information and map request to the study team, and follow up with you soon. Your input is a valuable part of the study process.  
 Thanks again,

Coralie

Environmental Planner  
 Jacobs  
 875 West Elliot Road, Suite 201  
 Tempe, Arizona 85284  
 ph: 480.763.8734

-----Original Message-----

**From:** Cathy Gates [mailto:catgonefishing@yahoo.com]  
**Sent:** Wednesday, November 19, 2008 1:59 PM  
**To:** Cole, Coralie  
**Cc:** diamondjc@citlink.net  
**Subject:** Re: Hwy 93-I 40

My parcel number is 301-01-121. My mother lives accross the street and owns property around me. Her parcels are 304-01-128, 304-01-033, and 304-01-140. I would really appreciate a better map and idea where each corridor alternative is.

Thank you,

Cathy

---

**From:** "Cole, Coralie" <Coralie.Cole@jacobs.com>  
**To:** catgonefishing@yahoo.com  
**Sent:** Wednesday, November 19, 2008 1:09:31 PM  
**Subject:** Hwy 93-I 40

Cathy:

Here is some more information regarding property issues with respect to the study.

Corridor alternatives represented in the study should be considered a “broad brush stroke” depiction of each corridor under consideration and are 1/ 4 mile wide. Alignments within those corridors will not be determined until the preferred corridor itself has been selected – so essentially within each “broad brush stroke” represented there can be many alignment options. The actual roadway will be constructed within a 300 foot-wide right-of-way-footprint within the corridor.

Also I wanted to point out the study is far from establishing the footprint of a proposed roadway location, and while the study is underway, impacts to private property are one of many study criteria used to determine where these alignments take place. Avoidance of properties, if possible, is the preferred route.

It would be helpful to pass your location on to the study team – do you happen to know the parcel number of your property so the engineers can plot it against the corridors? If you have any questions, please let me know.

Thanks again,  
Coralie Cole

Environmental Planner  
Jacobs  
875 West Elliot Road, Suite 201  
Tempe, Arizona 85284  
ph: 480.763.8734

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**Cole, Coralie**

---

**From:** Cathy Gates [catgonefishing@yahoo.com]  
**Sent:** Thursday, December 04, 2008 9:02 AM  
**To:** Cole, Coralie  
**Subject:** Re: Hwy 93-I 40

Coralie,

I sent you mine and my mothers parcel numbers. Have you and the team had a chance to look at where my property is in conjunction with the 2 proposed sites? From what you have sent me it looks like it goes right through my house or right my it.

Please advise.

Cathy

---

**From:** "Cole, Coralie" <Coralie.Cole@jacobs.com>  
**To:** Cathy Gates <catgonefishing@yahoo.com>  
**Sent:** Tuesday, November 18, 2008 4:20:58 PM  
**Subject:** RE: Hwy 93-I 40

Cathy:

As requested, I've attached the Public Meeting Handout, PDFs of the Power Point Slides, and a PDF of the Comment Sheet.

The project website is currently being updated to include PDFs of the Study Information Boards which were on display at the Public Meeting.

The website is listed on the first page of the handout, and I've included it here as well:

[www.azdot.gov/highways/districts/kingman/I40\\_US93\\_WestKingmanTI.asp](http://www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.asp)

A thorough detailed study will be conducted of the corridors which include examining cultural resources as well as water and other environmental impacts. The preferred result is to minimize impacts to both cultural and natural resources.

Please review the materials I've sent over - I encourage you to submit your thoughts, ideas and concerns on the Comment Sheet, or simply email your input back to this email address. Comments received up to December 12 th, 2008 will be included in the official record of the study and will assist the study team in making the preferred corridor determination. Your input is a valuable part of this process.

Thank you for taking your time in participating in the I-40/US 93 West Kingman Traffic Interchange Study.

Sincerely,  
 Coralie Cole

Environmental Planner  
 Jacobs  
 875 West Elliot Road, Suite 201  
 Tempe, Arizona 85284  
 ph: 480.763.8734

-----Original Message-----

**From:** Cathy Gates [mailto:catgonefishing@yahoo.com]  
**Sent:** Tuesday, November 18, 2008 9:18 AM

**To:** Cole, Coralie  
**Subject:** Re: Hwy 93-I 40

Please email them to me. The proposed D goes right through my house and C would definately affect me as well. Do you all realize the historical nature and water tables of our property? Also, there have been archalogical surveys done behing my property.

Thank you,

Cathy Gates

---

**From:** "Cole, Coralie" <Coralie.Cole@jacobs.com>  
**To:** catgonefishing@yahoo.com  
**Sent:** Monday, November 17, 2008 4:26:31 PM  
**Subject:** Hwy 93-I 40

Cathy – I was sent your email request for information. Would you like us to email you pdfs of the meeting materials or would you prefer them mailed to you via the post?

We can accommodate you either way,  
Thanks,  
Coralie

Environmental Planner  
Jacobs  
875 West Elliot Road, Suite 201  
Tempe, Arizona 85284  
ph: 480.763.8734

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**Cole, Coralie**

---

**From:** Evelyn Price [evierae@citlink.net]  
**Sent:** Sunday, November 23, 2008 1:54 PM  
**To:** ahmad.omais@kimley-horn.com; sbhuiyan@azdot.gov; Cole, Coralie; mkondelis@azdot.gov  
**Subject:** ADOT I-40/US 93 West Kingman Traffic Interchange -- Public Meeting - November 13, 2008

Re: I-40/US 93 West Kingman Traffic Interchange  
Feasibility Report and Environmental Studies  
Public Meeting - November 13, 2008

Ahmad Omais, Consultant Project Manager  
Kimley-Horn & Associates  
7878 North 16th Street, Suite 300  
Phoenix, Arizona 85020

Dear Mr. Omais:

Thank you for the informative presentation of the Study Team analysis and current recommendations of Corridors Alternatives C and D. However, I was greatly heartened with your statement that selection of Corridors C and D is not 'set in stone'. Both these corridors will have a direct impact on Metcalfe Acres which was surveyed in the 1930s by E. Ross Householder for Charles Metcalfe. My step-dad, Lawrence Monroe Hall, worked on that survey team . . . part of his payment for services was one acre, bordered on the south by Hall Lane (named for him) and Evelyn Drive on the west . . . my home at 920 Evelyn Drive. Mr. Householder had a penchant for giving female names for the streets . . . Joyce, Alma, Lynette (for his wife) and Evelyn Drive for the three Evelyns that lived in the Acres . . . Mrs. Evelyn Swanson, Mrs. Evelyn Venable, and young Evelyn Rae Fox (Price). As the last of the Evelyns, I am a self-appointed custodian of Metcalfe Acres . . . other streets included are Kit Carson Road, Ericson Drive, Fort Beale Drive.

In order to gain some insight into the Study Team's analysis, I did a cursory reconnaissance drive from my home on Evelyn Drive - Ericson Drive to Fort Beale Drive into Anson Smith Road to Stockton Hill Road to Andy Devine Avenue to Beale Street . . . then 93N over Coyote Pass and under the 68/93 Interchange into outskirts of Golden Valley and back to Kingman. Then I drove old 66 west and returned by I-40, on past Cerbat Golf course to SHR and home. Looks like the plan may be to enter 93N east of Coyote Pass. The far south edge of Corridor C (marked in red) seems to be a feasible route along the top of the hill south of the truck wash facility, truck stops, service stations, housing, etc., and could have the least impact into Metcalfe Acres.

We hope that some of the Corridor Alternatives might be reconsidered for evaluation. The concern for incursion into residential areas should be of equal importance as the possible impacts to the Cerbat Foothills Recreation Area. We will be very interested in your further studies and reports.

Again, thank you.

Sincerely yours,

Evelyn R. Price  
(920 Evelyn Drive)  
P. O. Box 3465  
Kingman, Arizona 86402  
[evierae@citlink.net](mailto:evierae@citlink.net)  
928-753-3644

3/2/2009

From: Michele E. Beggs [MBeggs@azdot.gov]  
Sent: Wed 12/3/2008 9:00 AM  
To: jasonjray@cox.net [<mailto:jasonjray@cox.net>]  
Subject: Kingman 93/40

Hello Jason Ray,  
The meeting materials from our public meeting last month are available  
on  
[http://www.azdot.gov/highways/districts/kingman/I40\\_US93\\_WestKingmanTI.  
a](http://www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.a)  
sp

Please let me know if you have any questions regarding the materials.  
At this time we are receiving comments regarding the proposed  
alternatives  
- I will certainly pass on your e-mail noting your preferred  
alternative is D.

Thank you and have a nice day,  
Michele Beggs

-----Original Message-----  
From: jasonjray@cox.net [<mailto:jasonjray@cox.net>]  
Sent: Tuesday, December 02, 2008 8:24 PM  
To: Michele E. Beggs  
Subject: Kingman 93/40

Michele,

I was wondering what came out of the meeting with the city of Kingman  
as a result of the 93/40 interchange. I think after the Hoover dam  
bypass is completed the volume of that interchange might double. When  
looking at the project area map my vote goes to alternative D. I think  
you will see Beale st. get just as much or more business even with that  
alternative.

[http://www.azdot.gov/highways/districts/kingman/PDF/Project\\_Area.pdf](http://www.azdot.gov/highways/districts/kingman/PDF/Project_Area.pdf)

Thanks for the update.

Jason Ray

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**Cole, Coralie**

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**From:** John Brooke [jbrooke@rgv.rr.com]  
**Sent:** Friday, December 12, 2008 9:00 PM  
**To:** Cole, Coralie  
**Cc:** jbrooke@rgv.rr.com; jwbrooke@gmail.com  
**Subject:** I-40/US 93 West Kingman TI-Project No. 040 MO 48 H732301L

Dear Coralie:

I would like to give your study group the list of property that our family owns or has an interest in located in Kingman, AZ. The identification of the parcels should not to be included in the public comment record.

Parcel ID #30411060  
Parcel ID #30412005  
Parcel ID #30412006  
Parcel ID #30412130A  
Parcel ID #30412099  
Parcel ID #30412100  
Parcel ID #30412101  
Parcel ID #30412104  
Parcel ID #30412107  
Parcel ID #30412108

For the public record:

As owners of some property along the proposed Beale Street corridor, we would hope that any taking by the State of Arizona for right of way be in areas only where it is absolutely necessary. One of my family members purchased property in Kingman sometime in the early 1960's. The State of Arizona Highway Department said they needed the property, but with later design changes to the highway, it was not needed and was subsequently sold as surplus property.

We would like to see the continued viability of commercial property along Beale Street West of I-40. Any designs affecting access by way of ingress and egress along this area should be carefully considered as to the impact upon the property owners. I also believe, property owners along US 93 do not want to be cut off from the increasing traffic flow that will be generated after completion of the Hoover Bypass project. Thank you for your consideration when you decide upon these issues.

John W. Brooke

3/2/2009

**Cole, Coralie**

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**From:** Michele E. Beggs [MBeggs@azdot.gov]  
**Sent:** Monday, November 17, 2008 1:07 PM  
**To:** Cole, Coralie  
**Subject:** Fw: I-40/US 93 West Kingman Traffic

Hi Coralie,  
I am in Bullhead for Frameworks meetings - will you please respond to this request?  
Thanks.

---

**From:** Keith Evans  
**To:** Michele E. Beggs  
**Sent:** Mon Nov 17 12:01:36 2008  
**Subject:** I-40/US 93 West Kingman Traffic

Dear Ms. Beggs:

My name is Keith J. Evans.

I was not able to attend the meeting last Thursday. I would like to "view maps and graphics" with regards to the proposed I-40/US 93 connection- or whatever the term is.

I checked out the ADOT website and could not find any such link? Are there any maps or artist renderings on the website?

Please advise and thank you.

Keith J. Evans

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## **Cole, Coralie**

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**From:** Carol Kiser [carollk@citlink.net]  
**Sent:** Monday, November 17, 2008 11:00 AM  
**To:** Cole, Coralie  
**Subject:** Beale

1-40 US west Kingman Traffic Interchange ADOT project ## 040 MO 048 H 732301 /  
My vote goes to C it will have less effect on homes and spring water and the land and cost  
will be less.

carol kiser

Public Involvement  
Public Input Log

Project Name: I-40/US 93 West Kingman T/I

Date of Comment: 11/18/2008

Type (circle one) Phone/Email/Letter/Other

ADD TO  
MAILING  
LIST

Comment received by: CORAUS ~~COB~~ 10:19 - 10:41

Action Taken: <sup>emailed</sup> ~~GATE~~ WEBSITE INFO TO LANCE, described study  
Briefly - mailed hard copy + encouraged input.

☒ Check when entered into Input Log

Content of Input:

LANCE Buckhammer 928.565.2279

Missed Meeting last week, wants materials (hardcopy) sent, and name added to mailing list. Didn't rec've postcard notification. Concerned with ROW taking in town, particularly re: gas station owners and other businesses/homes possibly impacted by alternative corridors. Commutes/works at Kingman Airport

Address: 3807 North Bryce Road

Garden Valley AZ 86413

Phone: 928.565.2279

email: westernarizona@frontiernet.net

Public Involvement  
Public Input Log

Project Name: I-40 / US 93 West Kingman T1

Date of Comment: November 21, 2008

Type (circle one) Phone / Email / Letter / Other

Comment received by: Constance Cow

Action Taken: explained study process sent material to Mr. Wade. encouraged input

☒ Check when entered into Input Log

Content of Input:

Conversation w/ Ken Wade @ 4:12 Friday Nov 21  
Mr Wade owns small lot next to T.A. truck stop w/ no construction on it. Purchased lot as investment, wants to know if project will impact property. Explained we are at this stage, as are early in Study Process & Corridor hasn't been determined @ this stage.

Sent meeting mtl's to him: encouraged input to contribute as part of study rec'd.

• email: wademaniac@yahoo.com.

• phone: 775. 742. 5847 (lives in Reno)

Public Involvement  
Public Input Log

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Project Name: *Kingman T1*

Date of Comment: *11/12/08*

Type (circle one) Phone/Email/Letter/Other

Comment received by: *Laura Nolan*

Action Taken: *Returned call*

☐ Check when entered into Input Log

Content of Input:

*Lori Chambers, 928-753-6747*  
*called for more information on the*  
*meeting. She asked if anything had*  
*changed from the previous meeting in*  
*terms of the alternatives. I let her know*  
*that ADOT was recommending Alt. C & D*  
*for further study and eliminating the*  
*others.*

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November 18, 2008

Dear Coralie:

I don't believe I received any of the materials for the meeting that was held last week. If they are ready, could you send them to me at this email address. Thanks for your help.

John Brooke

On Nov 5, 2008, at 7:23 PM, Cole, Coralie wrote:

John:

We will mail you a copy of the materials for next week's public meeting as soon they have been finalized.

As requested I've included the website link for the project which includes information from the previous Public Meeting:

[www.azdot.gov/highways/districts/kingman/I40\\_US93\\_WestKingmanTI.asp](http://www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.asp)

If you have any more questions, please do not hesitate to contact us.

Thank you,  
Coralie Cole

Environmental Planner  
**Jacobs**  
875 West Elliot Road, Suite 201  
Tempe, Arizona 85284  
ph: 480.763.8734

-----Original Message-----

**From:** [Don.Tappendorf@kimley-horn.com](mailto:Don.Tappendorf@kimley-horn.com) [<mailto:Don.Tappendorf@kimley-horn.com>]

**Sent:** Wednesday, November 05, 2008 5:35 PM

**To:** Nordan, Laura; Cole, Coralie

**Cc:** [Doug.Fischer@kimley-horn.com](mailto:Doug.Fischer@kimley-horn.com); [Ahmad.Omais@kimley-horn.com](mailto:Ahmad.Omais@kimley-horn.com); [SBhuiyan@azdot.gov](mailto:SBhuiyan@azdot.gov); [jwbroke@gmail.com](mailto:jwbroke@gmail.com)

**Subject:** I-40/US 93 West Kingman TI - Project No. 040 MO 48 H732301L

**Importance:** High

Laura and Coralie,

Ahmad received a phone message today from a gentleman who has a property interest in the vicinity of the I-40/US 93 Traffic Interchange. I spoke with Mr. John Brooke for a few minutes describing where we were in the study process, and in particular that this was a Feasibility Study to determine feasible corridors for further, more detailed study in the next phase of the project development.

John asked whether there is any information that could be sent to him since he is located in Texas and cannot attend the public meeting. I explained that you were responsible for the public involvement and coordination, and that we were still in the process of finalizing the information for the public meeting and did not know exactly when that information will be available to be sent to him. I also explained the comment period running until December 12<sup>th</sup>.

His contact information is shown below:

John Brooke  
1615 Harvey Street  
McAllen, TX 78501-4248  
[jwbrooke@gmail.com](mailto:jwbrooke@gmail.com)  
956 821-4230

I told John I would copy him on my email so that he knew I had forwarded the request for information to you , and so that he would have your email contact information.

Please provide a copy of the public meeting materials to Mr. Brooke once it is available. I also told him there was a project website that contained previous information. If you would provide that link as well I would appreciate it.

Thank you.

Don Tappendorf  
Kimley-Horn and Associates, Inc.

Phone message I received today at 3:30.

Ken Wade

Property owner next to TA Truck Stop

Lives in Reno and could not make the public meeting. He wants to know what evolved from the meeting and get any other info you have.

His phone: 775-742-5847.

Don Tappendorf thought it was probably more appropriate for you to give him a call back rather than myself.

Thanks,

Angie Shoemaker ☺

Roadway/Water Resources Division

Kimley-Horn and Associates, Inc.

7878 N. 16th Street, Suite 300

Phoenix, AZ 85020

(602) 678-3438

(602) 906-1174 Fax